

3.3 Traffic Circulation

GOAL 301

To provide a safe, convenient, efficient, and environmentally-compatible motorized and non-motorized transportation system for the movement of people and goods in Monroe County. [9J-5.007(3)(a)1]

Objective 301.1

Establish level of service (LOS) standards for all roads in Monroe County for the purpose of determining existing and future roadway needs. [9J-5.007(3)(c)1]

Policy 301.1.1

For all County roads, Monroe County hereby adopts a minimum peak hour level of service (LOS) standard of D, based on the Florida Department of Transportation (FDOT) methodology for determination of LOS, as measured by peak hour traffic volume. The County shall maintain the level of service on County roads within five percent (5%) of LOS D. [9J-5.007(3)(c)]

Policy 301.1.2

For US-1, Monroe County hereby adopts a level of service (LOS) standard of C based on the methodology developed by the US-1 LOS Task Force and adopted by the Board of County Commissioners in August 1991, for analyzing the LOS on US-1 in Monroe County. This methodology replaces a peak hour volume standard for US-1. The level of service on US-1 shall be maintained within five percent (5%) of LOS C.

Objective 301.2

Ensure that all roads have sufficient capacity to serve development at the adopted LOS standards concurrent with the impact of said development. [9J-5.0055(2)(c)7]

Policy 301.2.1

Monroe County, in coordination with the FDOT, shall continue the systematic traffic monitoring program initiated in March 1991, on an annual basis, to monitor peak season traffic volumes at permanent count stations and travel speeds on each of 24 study segments of US-1, and to determine the cumulative impact of development and through traffic. Monroe County shall use the methodology developed by the US-1 LOS Task Force composed of representatives from Monroe County, FDOT, and DCA for conducting this analysis and shall request that the Task Force update and refine the methodology's assumptions on a periodic basis when new data becomes available.

Policy 301.2.2

Monroe County shall not permit new development which, in combination with all other development, would significantly degrade the LOS below the adopted LOS standards. A five percent projected decrease in travel speeds is a significant degradation in the level of service on US-1. Traffic volume which exceeds the LOS D standard by more than five percent is a significant degradation in the level of service on any other road.

Policy 301.2.3

As approved by the County Commission on a case by case basis, Monroe County shall provide funding from gas taxes and impact fees to expedite FDOT projects required for concurrency management.

Policy 301.2.4

By January 4, 1998, Monroe County shall complete a study that considers the feasibility of improving portions of the old Overseas Highway into a series of frontage roads and alternative routes to US-1.

Policy 301.2.5

By January 4, 1998, Monroe County staff shall meet with FDOT to discuss programming the recommended TSM improvements on Plantation, Upper Matecumbe, and Big Pine Keys as identified in the Data and Analysis Section of the Traffic Circulation Element.

Policy 301.2.6

Monroe County shall cooperate with FDOT so as to prevent surplusing of FDOT properties which may ultimately be required for implementation of traffic circulation policies and goals.

Policy 301.2.7

Monroe County shall request that the FDOT revisit the analysis of US 1 through the west end of Marathon, and in coordination with citizen's groups, develop concept plans for resolving the traffic problems in that area.

Objective 301.3

In order to provide for bicycle and pedestrian travel that is safe, convenient, and efficient, Monroe County shall provide four additional miles of bicycle and/or pedestrian paths by January 4, 2000. [9J-5.007(3)(b)1]

Policy 301.3.1

By January 4, 1997, Monroe County shall prepare a plan for coordinated bicycle path and pedestrian way improvements emphasizing access to schools, parks, and shopping centers.

Policy 301.3.2

By January 4, 1997, Monroe County shall adopt revisions to the Land Development Regulations which require proportionate fair-share assessment impact fees, including the costs for building bicycle and pedestrian paths along US-1. [9J-5.007(3)(c)5]

Objective 301.4

In order to coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map, Monroe County shall implement the following policies. [9J-5.007(3)(b)2]

Policy 301.4.1

The capacity of US-1 in unincorporated Monroe County shall be limited to four lanes. Densities and intensities on the Future Land Use Map and allowed by the permit allocation system shall not exceed those that can be accommodated by the four lane limitation on US-1.

Policy 301.4.2

By January 4, 1997, Monroe County shall survey the trip length, trip purpose, and motorist profile characteristics for existing traffic at various points along US-1, in conjunction with the development of a long-range transportation plan computer model for the County.

Objective 301.5

In order to provide a transportation system consistent with the 1986 Comprehensive Plan prepared pursuant to Chapter 380, F.S., Monroe County shall implement the following policies by January 4, 1997. [9J-5.007(3)(b)3]

Policy 301.5.1

The Land Development Regulations prepared pursuant to this comprehensive plan shall continue to ensure that development along the scenic corridors of US-1, CR-905, and Key Deer Boulevard provides the landscaping and setbacks necessary to minimize impacts on the visual environment.

Policy 301.5.2

The Land Development Regulations prepared pursuant to this comprehensive plan shall continue to include regulations to minimize the impacts of signs on the scenic beauty of Monroe County.

Objective 301.6

In order to ensure the County's transportation plans are coordinated with the plans and programs of appropriate state agencies and local governments and are consistent with State and Federal regulations that require protection of environmental resources, Monroe County shall implement the following policies by the dates specified below. [9J-5.007(3)(b)3]

Policy 301.6.1

Each year, prior to the update of the FDOT Five Year Work Program, Monroe County staff shall meet with officials from FDOT District 6 to review FDOT proposals for and recommend additional improvements to US-1.

Policy 301.6.2

By January 4, 1998, Monroe County shall initiate interlocal agreements with Key West, Key Colony Beach, and Layton addressing coordination of concurrency management with oversight by the South Florida Regional Planning Council.

Policy 301.6.3

Consistent with the use of matching grant funds which have been obtained from the FDOT, Monroe County shall develop and implement the Florida Standard Urban Transportation Model Structure (FSUTMS) by January 4, 1998. Monroe County shall comply with the terms of this grant from the FDOT.

Policy 301.6.4

All roadway improvements shall be consistent with the policies of the Coastal Management and Conservation Element.

Objective 301.7

In order to provide for the protection of existing and future rights-of-way, Monroe County shall implement the following policies by the dates specified below. [9J-5.007(3)(b)4]

Policy 301.7.1

By January 4, 1997, Monroe County shall provide specific right-of-way width information for the critical segment of US 1 in Monroe County to the FDOT where widening to four lanes is required to reduce hurricane clearance times. Further, Monroe County staff shall participate in right-of-way planning and preservation efforts including, but not limited to, the FDOT corridor-wide master plan for District 6.

Policy 301.7.2

By January 4, 1997, Monroe County shall adopt revisions to the Land Development Regulations which prohibit unauthorized use of public rights-of-way. [9J-5.007(3)(c)4]

Policy 301.7.3

In recognition of the physical and environmental constraints that may affect the widening of US-1 to four lanes, those portions of US-1 shown as two lanes on the Future Traffic Circulation Map shall be limited to two lanes for the planning horizon. This policy shall not be construed so as to prohibit the addition of a third lane to be used as a continuous two-way turn lane for those segments with a demonstrated public safety risk if the third lane has been demonstrated to be the safest alternative. However, any such improvements identified on the Big Pine Key segment shall be deferred until the completion of a Habitat Conservation Plan for the island. Unless already shown, the addition of a continuous two-way turn lane shall require an amendment to the Future Traffic Circulation Map.

Objective 301.8

In order to promote a safe, convenient, and efficient, motorized transportation system, Monroe County shall implement the following policies by the dates specified below. [9J-5.007(3)(c)1]

Policy 301.8.1

By January 4, 1997, Monroe County shall submit to the FDOT proposed access classifications for all segments of US-1, consistent with the guidelines established by the FDOT in Rule 14-97. Monroe County staff shall coordinate with the FDOT in preparing the final access classifications by meeting with FDOT staff, reviewing proposed changes to the county's access classifications, and participating in FDOT public hearings. The

land development regulations prepared pursuant to this comprehensive plan shall ensure that future driveway and roadway connections to US 1 provide for shared driveway access and minimum use of new curb cuts, where appropriate, as provided in Rule 14-97 F.A.C. [9J-5.007(3)(c)2]

Until such time as the FDOT establishes permanent access standards pursuant to Rule 14-97, Monroe County shall continue to require the same roadway access standards that are currently contained in Section 9.5-421 through 9.5-425 of the Land Development Regulations, which are hereby incorporated by reference.

Policy 301.8.2

By January 4, 1997, Monroe County shall adopt revisions to the Land Development Regulations to include guidelines and criteria consistent with nationally-recognized standards which provide for safe and convenient on-site traffic flow, adequate pedestrian ways and sidewalks, as well as sufficient on-site parking for both motorized and non-motorized vehicles. [9J-5.007(3)(c)3]

